

MONITORING ELEMENT	PRIORITY	PARTNERS	PURPOSE & NEED	MONITORING TECHNIQUE	
APRIL 10, 2006					
5.0 TRANSPORTATION					
5.1 Road traffic	High  STATUS: In progress	BLM WYDOT O&G Operators	The 2005 report identified a radar system that would meet the needs of monitoring the traffic in all weather conditions. The PAWG recommended and the TTG received funds to purchase one radar unit. This unit is currently in place and operating at the intersection of the North Anticline and Paradise Roads.	<p>This unit is in operation and transmitting data in real time to the Pinedale BLM office on a real-time basis by cell phone connection. PAPA operators provided funding for the cell phone connection</p> <p>This data will be forwarded from the BLM receiver site, or if possible, transmitted directly to WYDOT in Cheyenne where it will be integrated into a computer model for the PAPA and surrounding area traffic.</p> <p>In the summer of 2005 WYDOT did a traffic count on the seven sites identified in 5.1 of the 2005 report plus several other sites. These counts are shown in Appendix A (attached).</p> <p>It is the goal of this work to have a system in that can provide real time information as well as a record of the road traffic for the PAPA. The fully active radar unit is currently fixed in place and supplies continuous counts at this location. The information available from this radar unit is, number of vehicles, vehicle size, speed and direction of travel. The use of the information of the active radar unit along with supportive traffic counts at identified sites and a computerized traffic model will provide an estimate of the traffic volume on the PAPA.</p> <p>WYDOT, the PAPA operators and BLM have all been instrumental and supportive in moving this traffic project forward.</p> <p>In summary, currently the system is capable of providing continuous real-time traffic counts at the junction of the North Anticline and Paradise Roads. With supporting traffic counts and modeling it can be used to estimate traffic levels on the PAPA.</p>	
5.2 Road & Pipeline Mapping	High	BLM O&G Operators	The 2005 report assigned a high priority for a complete and unified map of the road and pipeline system within the PAPA. At the time the TTG considered two options: 1) having operators gathering the road and pipeline data through the global positioning system	The TTG recognizes the importance of keeping this data and thus the mapping current and up to date. The TTG requests that the BLM make sure that maps for PAPA are kept up to date as new roads, well pads and pipelines are added to the complex or reclaimed. This data can best be obtained from the operators by including a requirement in the two main BLM authorizations 1) Application for Permit to Drill and 2) Right-of-Way Grants. The data for the initial survey or as-builts should be a requirement in all permits authorized for the PAPA. It is critical that the this information be supplied in an electronic format compatible with the current mapping.	

			and 2) the possible use of a satellite mapping project that was going on. This prospect materialized and a satellite called “Quickbird” was used to update the PAPA mapping, for the now ongoing Supplemental Environmental Impact Statement. All current roads, well pads and pipelines as well as many other features are were mapped and digitized. (attached as Appendix B).	The TTG recognizes the issues with Homeland Security, disseminating the complete picture, soft ware compatibility issues and the authority of the BLM to require electronic surveys or as-builts for right-of-way grants, but data and mapping are current and they need to stay current. It is the goal of the TTG to keep the mapping up to date not only for planning of future road and pipeline systems but more importantly Emergency Medical Services.	
5.3 Road Name System	High  STATUS: Complete	BLM O&G Operators Sublette County	To assure a common vocabulary when talking about locations in the PAPA. Provide EMS clear information for timely response. This is necessary for the mapping identified in 5.2	This element is complete. The major roads have been named and the names incorporated into the Sublette County map records. A copy of this updated map is attached as Appendix C.	
5.4 Signage	High  STATUS: Nearly complete	BLM O&G Operators SCSO	To identify major roads, and post speed limits. Enable timely EMS response. Law enforcement in the area can enforce the speeds.	This element is nearly complete. The signs with road names and speed limits have been made and are in the PAPA awaiting installation this spring (2006). Questar & Shell will contract to have the signs installed. Speed limit sign placement will need to be coordinated with Sublette County Sheriff’s Department.	
5.5 Produced Liquids	Upgraded to high	BLM STATE O&G O&G Operators	To determine the amount and method of movement, truck vs pipeline. The movement and mode will affect the road and pipeline construction. Transport of the liquids by truck creates more dust , traffic	The volume of liquids from currently producing wells can be obtained from the Wyoming O&G website and used to estimate future production. However; it would be very useful to implement the planning meeting set forth in Transportation Plan, Appendix B, (see item 7 in the recommendations) with the BLM and PAPA O&G operators to estimate future drilling and production. While is understood that all projections have inherent uncertainties their direction and magnitude estimates can be valuable.	

			hazards, road wear, hazardous spills, etc.; while pipelines require additional ground disturbance, right-of-ways, and initial capital expenditures.	See Appendix D for produced liquid volumes.	
5.6 Non-permittee Traffic (Transient & Recreational Traffic)	Upgraded to Moderate	BLM WG&FD	Determine the volume and locations of this type of traffic. Recreational traffic, ORV, ATV, Snowmobiles, or casual visitors visiting the area.	Visual observation by a designated observer during high use periods such as hunting season or holidays. The question is how much of this type of usage on the PAPA is due to the O&G development and how much is related to recreation, tourism, and their activities. The TTG recommends that the BLM hire a BLM Ranger to patrol the PAPA and associated areas.	
5.7 Safety & Emergency Service, and Law Enforcement	High	BLM O&G Operators SCSO WG&FD	With the Road, Pipeline, and facilities mapping of the PAPA currently updated (5.1), it is <b>IMPERATIVE</b> that this map be kept up to date and be made available to the various service agencies.	The relevant information on the PAPA map should be updated at least every six months and be made available to the agencies in a form that they can use. It will be necessary to at least contact the partners named to see if they can use the information and what format the information will be most useful to them in.	

The group recommends the following as mitigation measures.

1. An alternate access to the North end of the Mesa to reduce/eliminate traffic on Tyler Street. This access should be south of Pinedale off of Highway 191. This would alleviate a lot of traffic going through Pinedale and down Tyler street.
2. A bridge crossing the New Fork River to connect the Boulder South Road (23-106) with the Paradise Road (23-136). The primary authority for this would be with Sublette County and private land would be involved.
3. A turn lane off Highway 191 onto the Paradise Road (23-136). WYDOT has contracted for this. (Estimated completion date is Sept. 06.)
4. A turn lane off Highway 351 onto the Paradise Road (23-136). This is currently in the process of being implemented by WYDOT (estimated completion Sept. 2006). The purpose of this recommendation is to encourage the BLM to support it as need may be.
5. Use of the connector road between the Antelope area and the Luman Road on the south end of the Anticline. This would eliminate traffic, especially big heavy trucks, turning onto and off of Highway 191. It is recommended that the BLM support this. Traffic and drilling in this area is increasing.
6. That the Highway 351 traffic plans be reviewed by WYDOT for safety considerations including shoulder width and sight distance, especially in the Green River and New Fork valleys and at the Paradise Road (23-136) junction. This is within the authority of WYDOT. The group feels that with the traffic increase caused by the Anticline area this recommendation should be carefully considered by the WYDOT.

7. Meeting with the BLM and all operators on the PAPA to get an estimate of the drilling, production, and development on the PAPA for the coming year. This should be done to meet the requirement of the ROD that was originally delegated to the TCP (pp. B22-B23, PAPA ROD, Transportation Plan Appendix B, July 2000).
8. Passing lanes on Highway 191 between Rock Springs and Pinedale to facilitate passing convoys of heavily loads trucks going to or returning from the PAPA. This item is within the authority of WYDOT; however, the BLM should voice this need at the state level.